

The Evening World.

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THE COAL FAMINE.

THE COAL FAMINE of the past few days—now relieved to a considerable extent by the steady delivery at New York ports of thousands of tons of frozen coal held up at Jersey terminals for lack of labor to break it up and lighter it across—has remained New Yorkers of one significant fact:

Their coal supply does not come from huge accumulated stores close by that can be drawn on for days and weeks if need be to tide over an emergency.

New York gets the coal it needs only provided there is regular, constant, unretarded transportation and delivery of coal by the railroads.

The railroads themselves are authority for the statement that they are getting coal from the mining districts in "unprecedented quantities."

The crux of the coal situation is therefore transportation. No one belittles the extra load the war has put upon the railroads. Nevertheless it becomes more and more plain that nowhere outside of immediate war needs should efficiency be pushed more rapidly to its highest point; nowhere should contributory movement be faster and smoother, nowhere should labor be more plentifully concentrated and machinery made to do work closer to its capacity than on the nation's great railroad systems.

In the face of pressing war demands, the American people cannot and do not expect to escape privations.

On the other hand, they should not be asked to shiver over empty grates and fireless stoves—losing thereby strength and vitality and increasing the winter death rate—before it can be shown that the railroads of the country are being operated at the fullest efficiency to which American labor and American executive ability can bring them.

During last week's coal famine railroad men admitted that hundreds of carloads of coal were held up between the mines and the seaboard. According to the Yard Master of the Philadelphia and Reading terminal at Port Reading:

"It would be possible by putting sufficient engines on each train and cutting out the long stopovers at the end of sixteen-hour runs to get coal from the collieries to New York in twenty-four hours. This would mean that the coal would not be frozen and could be handled quickly. As it is, trains frequently are on the road for days."

Who would maintain that the country is yet getting anywhere near what it can and ought to get out of its railroads to help meet the demands of the present great emergency?

Food and fuel are indispensable to the health, strength and enduring power of Americans who work at home to provide the right sort of backing for Americans who fight abroad.

The distribution of food and fuel depends upon the railroads. That distribution should never break down so long as it still remains possible to run more trains over the rails and, if need be, to draft more labor to man them.

The coal famine and its causes furnish further argument for gathering the railroads together under a control that, while the nation is at war, will get the utmost limit of efficient, twenty-four-hour-a-day work and co-operation out of them.

IN JUSTICE TO LOYAL TEACHERS.

THE public school teachers—nearly a thousand of them belonging to the Federation of Teachers' Associations of New York City—who pledged themselves yesterday to endeavor by word and example to inspire their pupils with 100 per cent. loyalty to the war policy of the Government, set a standard of active patriotism which ought to be found behind the desk of every public school instructor in New York.

No teacher who cannot take that pledge is a proper person to teach the children of this city.

The few who refuse to take it should be promptly removed in justice to the overwhelming majority of public school teachers who have a right to demand that their loyalty as a body of public servants shall be unquestioned.

Sound patriotism will be proud to sign.

Letters From the People

Please limit communications to 150 words.

Status of a Deceased American's Wife.
To the Editor of The Evening World:
Would an English woman, married in England to an American-born citizen, remain a citizen in case of her husband's death? Or, would she be required to take out naturalization papers?
S. W. C.

An English woman who acquires American citizenship by marriage retains her citizenship after her husband's death if she continues to reside in the United States; or, if she resides abroad, by registering before a United States consular officer within one year after the termination of the marital relation.

Wants to Vote.
To the Editor of The Evening World:
I am of German birth and came to this country when two years old. My father has been a citizen of the United States since December, 1893. Am I entitled to vote without first getting papers in my own name? I have a duplicate of my father's papers.
As your father evidently was naturalized before your majority, no papers are needed.
A Staten Islander's Answer to the Editor.

In response to an article published in your paper I request that you print this letter. Mrs. E. M. Mance, the carrying of swaggar sticks, the use of rouge and eyelash crayons, or the wearing of big red hats, high beaded boots and doecotee blouses by

Xmas Shopping!



For Whom the Army Camps Were Named

No. 33.—CAMP FUNSTON, FORT RILEY, KANSAS
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By James C. Young
FREDERICK FUNSTON had a clear perception of the right and an unbending disposition to follow it. This spirit flamed forth in 1896, when he gave up an executive position with a railroad to help the Cubans.

Under the direction of the Cuban Junta in New York he organized a filibustering expedition which snatched rapid fire guns to the rebels. Then he was assigned to an artillery command, and quickly won the admiration of the Cubans by his daring. Tales began to trickle through to the United States of "fighting Fred," and he soon was a national figure. In eighteen months he fought twenty-two engagements, was twice wounded, had a horse fall on him and then almost died of fever. Now his name has been given to the army camp at Fort Riley, Kan., base of the 9th Division. Funston lived to organize the 29th

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A Dictionary of Trench Slang

IF Dr. Johnson and Noah Webster were to see a war dictionary they would be surprised. War is somewhat of a word-maker itself, and has sprinkled enough strange language through the world's conversation to make both those bright lights of learning lay down between A and Z and give up the alphabet.

Herewith is a list of new trench language words. Most of them came from the French originally, but what has been done to them by the British Tommy along the way is a sin.

Abri—A shelter.
Ace of the Air—A flying man who has brought down five enemy machines.
Am Emma—Afternoon.
Ambulance—A field hospital.
Anzacs—Troops from Australia and New Zealand.
Arbi—An Algerian soldier.
Archies—Anti-aircraft guns.

Bantam—A soldier under 5 feet 5.
Barrage—A curtain of shell-fire, of which there are variations such as Box Barrage, Jumping Barrage, Creeping Barrage.
Biffin—French slang for Doughboy.
Big Willie—The Kaiser.

The Jarr Family

By Roy L. McCardell
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"O VILE! there! Over there!"
chanted Master Jarr, as he marched into the front room carrying a cane as a swagger stick and wearing a military hat with a blue cord around it, the said military hat coming down and resting upon his youthful ears. "Gertrude's got a soldier in his kitchen giving him pie and coffee!"

"I am glad she has," said Mrs. Jarr patriotically. "We offered to entertain a soldier Thanksgiving, but there were not enough to go around, so if Gertrude has a head who is one of the brave defenders of democracy!"

"This is his soldier hat, Maw!" cried Master Willie. "And he's chewing tobacco and says he is going to hitch the kitchen and bring him back with him when the war's over. Do all soldiers have to chew tobacco, Maw?"

"Not necessarily," replied Mrs. Jarr. "But perhaps it is helpful when they have to endure liquid fire and poison gas and torpedoes. A soldier's career is a dangerous one, and if they are addicted to tobacco it may be overlooked. Still, if you grow up to be an officer in the army, I do not think it will be necessary then to use tobacco in any form."

"I thought Claude the freeman was Gertrude's steady," remarked Mr. Jarr, as Master Willie marched away to behold the admired son of Mars masticate pie and tobacco.

"Yes, I understand that Claude the freeman is paying her attentions," replied Mrs. Jarr. "But surely he can take no offense that Gertrude has adopted a soldier. The young man is going off to the war to defend us, and Claude the freeman stays home to guard us from the flames. A little attention to a brave young man in his country's uniform may not be taken amiss, I hope."

"It may be, especially by a young man who wears our city's uniform," said Mr. Jarr.

"Of course," Mrs. Jarr went on. "It is very reassuring to know, especially when one is out to a party or at the theatre, that there is a brave freeman who has a deep personal interest in one's household, even if the interest is only directed to the maid. I had a talk with him one evening when Gertrude was dressing to go out with him to the moving pictures, and he assured me that in case a fire ever broke out in this house he would save the children first. I thought that very manly and unselfish of him, especially as he seems to care a great deal for Gertrude."

"Then maybe she shouldn't have soldiers calling on her, it was soldiers

If Every Day Were Xmas Day

By Helen Rowland

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THE morning
The expressman left a fascinating, mysterious-looking package marked "Not to be opened until Christmas Day."
And as I looked it away to the closet I thought,
"Suppose—oh, just suppose—I should be run over by a taxicab.
"Or the Germans should drop a bomb or something on that closet.
"Before Christmas!
"And I should never see the wonderful things inside that box!
"Ah me, if to-day were only Christmas!"
And yet,
It's just that way with life itself!

We are always putting off the NICEST things until some mythical day which never may come!
And we are missing most of the thrills in life and denying ourselves and everybody else all the Real Things—while we wait!

There are all the beautiful books we are going to read "some day."
And the little pleasures we are going to enjoy "when we get the time,"
But never seem to find the time for—until we are too old to enjoy them.
There are the long daily walks to the office which we have promised to take "when the rush is over."
And which we keep putting off—until we have to take them in a rolling chair.

There is that "Big Thing" we are going to do some day when all the little things are done.
And which we wake up some morning to find has been done by somebody else before we got around to it!

There is that beautiful gown we are going to wear "when the right occasion comes."

And which we leave hanging in the closet until it is out of fashion.
And there are the kind things we are going to say and do,
The compliments we are going to give somebody about his new book,
or his picture, or his play, or his daily work—

Somebody whose heart and hope in life are hanging on just such a little word of encouragement—
The boost we are going to give that struggling fellow, the word of cheer we are going to give that lonely disheartened woman,
And which we keep delaying and forgetting—until it is too late and he or she has gone up or down in the shuffle!

There are the flowers a man is always "going to send" to his wife,
But which he somehow never thinks to send—until the day he lays them on her coffin.
And there is the Ideal Woman a bachelor is always going to marry,
When he gets all through having a good time and can "settle down and begin saving his money."

Which means, of course, when he has become an antique, or an old grouch, or a collection of habits.
And no woman on earth would have him—except as a "consolation prize."

Oh, yes,
Everybody has a closet shelf somewhere in the back of his heart,
Piled high with packages of "Beautiful Thrills" marked
"Not to be opened UNTIL!"

And so
I have just this minute decided
That I'm going to open one of those dusty packages in the back of MY heart every morning,
And do SOMETHING every day of my life to please somebody—
Even if it's only myself!

And then
Every day will be Christmas Day for me!

Every day will be Christmas Day for me!

Steel Castings for Dreadnoughts

THE extent to which steel enters into the construction of the modern battleship is realized by very few. Besides the tons of steel plates which form the hull or body of the ship itself there are some very large steel castings. The two illustrations here shown are excellent examples.

In the two castings illustrated there



are over 30,000 pounds of steel, and both of them enter into the armor of four feet of the ship, says Popular Science Monthly. It would seem almost as though these would cause the vessel to stand on its end or sink it. One of these is the stern frame or stern post, and the other is the rudder frame. The rudder frame is attached to the stern frame, which of itself constitutes the backbone of the vessel's stern. The stern post here shown was made for the new superdreadnought, Mississippi, and its weight is 44,500 pounds. The other, the rudder, was made for the new superdreadnought, California, and its weight is 55,000 pounds. The part of the casting in which

large sand mold of several sections had to be made for each one, and each part was dried out completely before the molten steel was poured in. The actual amount of metal poured in each case was over 5,000 pounds for the rudder frame, and over 55,000 pounds for the construction of the stern frame.

Newest Things in Science

To make the spring and weight exerting machines more attractive to children a physical culturist has mounted them in a human figure, the handles being inclosed in the hands.

One Chinese province annually exports more than 150,000 tons of peanuts, all because an American missionary several years ago gave a native convert a quart of California seed.

A well known motion picture actress has designed an automobile which serves her as a dressing room with almost as many conveniences as a dressing room in a theatre would provide.

From the speed at which earthquake waves travel through the earth an English scientist has evolved a theory that the world has a dense central core, which may be measured in this.

Concrete roads expand most in winter and contract most in summer, according to the United States Bureau

A novel device to eliminate the glare of automobile headlights covers the front of the electric bulb and directs the rays of the lower half so they are added to the light thrown by the upper half of the reflector.